SAN DIEGO TROLLEY RENEWAL PROJECT

FACT SHEET

TROLLEY RENEWAL

Overview

As the San Diego Trolley celebrates 30 years of successful operation, a sweeping overhaul of its Blue and Orange Lines and freight line facilities is underway. When the $720 million project is complete, passengers and freight carriers will enjoy more efficient and reliable services.

Today, many of the system's original parts are nearing the end of their useful lives. The Blue Line opened in 1981, from San Ysidro to Downtown, and was extended to Old Town in 1996. The first segment of the Orange Line to Euclid Avenue opened in 1986, and the extension to El Cajon began service in 1989. Some trolley cars have now logged as many as 2.5 million miles.

To upgrade the oldest Trolley segments, the Metropolitan Transit System (MTS) and SANDAG teamed up for the Trolley Renewal Project.

Construction began in fall 2010 and is scheduled to be complete in 2015. Work will require that some stations be temporarily closed, partially closed or relocated. MTS will provide substitute bus service to and from affected stations as necessary.

Key Improvements

57 new low-floor vehicles - To accommodate faster boarding, 57 sleek, low-floor cars are being acquired to replace the older vehicles and 33 station platforms will be raised. These changes will enable all passengers, including parents with strollers, bicyclists, and wheelchair users, to get on and off more easily. Passengers will be able to board the Trolley via a ramp, rather than having to use stairs or a mechanical lift.

The new models will be 81 feet long, so trains with three cars can fit in downtown city blocks without obstructing intersections. Low-floor cars were added to the Green Line in fall 2011. The new vehicles arrive on the Orange Line in winter 2013 and the Blue Line in early 2014.

New shelters and improved platforms - Upgrades to the Trolley stations include the installation of larger shelters that provide more coverage from the sun and rain and new furnishings, such as benches and trash receptacles. Platforms will have decorative paving. In addition, stations will be equipped with digital "next arrival" signs.

Upgraded track and train signaling system - The backbone of the Trolley system - the rails, ties, wires, power lines, electrical substations, and signaling systems - is also being upgraded. Additional crossovers are being added to allow single-track operations, when needed, to avoid maintenance or construction areas. A fiber-optic communication line is being installed for security cameras, fare collection, and "next arrival" signs.

The benefits of the upgrades include:

- Greater operational flexibility will add more passenger and freight trains to the system.
- The Green Line will be extended through Downtown, eliminating the need to transfer at the Old Town Transit Center.

(Continued on reverse)

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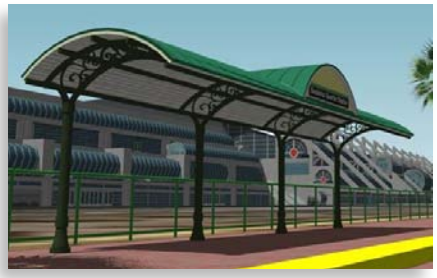

» Low-floor cars will reduce boarding and exit times for all passengers and will also eliminate the need for wheelchair lifts.

Funding

The $720 million Trolley Renewal Project is funded primarily by California Proposition 1B bond funds and *TransNet*, the regional half-cent sales tax for transportation projects. Other funding sources include economic stimulus money from the American Reinvestment and Recovery Act.

For More Information

For more information on the project, visit ***www.sdmts.com/trolleyrenewal.asp*** or ***www.KeepSanDiegoMoving.com***. In addition, call the Trolley Renewal Hotline at (619) 557-4533, get updates via Twitter at ***www.twitter.com/sdmts***, and follow the project on Facebook at ***www.facebook.com/sdmts***.